JACK-STRAWS

By Jack Wallis

Truth in road signs

How much truth is there in the usual road sign? Does Road Closed mean that the road is closed, does a 25 underneath a curved arrow mean that you should slow down to 25 miles per hour before you start making a curve and what does a picture of a milk cow or deer on the diamond shaped sign mean?

Several weeks ago while traveling in Sandy south of 9400 South looking for a southbound access to Interstate 15, a Road Closed sign appeared on what looked like a finished access road. We ignored the sign until we were right to where the new pavement entered I-15 and found a deep trench dug out across the newly finished road. Needless to say we had to back-track and move onto the next Interstate access.

Last week at 2500 North and about 1500 West another of those Road Closed signs appeared. Again we ignored the sign and ended up in the huge trench being dug by the new water line feeding Vernal City from the Doc's Beach Hill purification plant under construction by the Central Utah Water Conservancy District. Maybe they mean what they say.

Coming off the mountain on Highway 191 at the Iron Springs turnoff we smiled at a large semi whose driver had stopped to check his brakes. We were anxious to get ahead of it and wondered what those first-time truckers think when they see the signs that warn of 8 to 10 percent grades and 9 sharp turns.

Evidence of deep gouges along some of these sharp turns show that some truckers didn't believe the signs and lost some control of their unit before reaching the last turn. After all, 9 steep turns are just about more than one could believe.

On the signs coming off Highway 191 there are two levels of speed, one speed for trucks and one for motorists, but who believes what?

The idea of numbering the sharp curves in descending order as one comes down the mountain has probably been the most effective way to warn heavy trucks and large campers that patience is the name of the game and that they should go easy on the brakes on turn number nine so they will have some brakes left for the last turnaround.

What about those deer and cow signs? Do they mean that there are deer and cows ahead or that the possibility exists of animals ahead?

What do those 45/55 mph signs mean on the Interstates? Have you tried traveling 55 on the Interstate in the middle lane? Even 45 in the right lane is a scary experience.

Road signs have a purpose and are not placed there as targets for unthinking gun toters. Most motorists know the exact meaning of a stop sign, but sometimes the warning signs don't receive the respect they should. Maybe this is because caution signs tend to make the motorists think they are smarter than the person who placed the sign. The point is that most signs mean what they say.

Road signs are expensive and it would be foolish to install warning signs that were not needed. Next time while driving on a highway, strictly follow the warnings given on all the signs and see if driving is more comfortable.

We intend to try.

PUBLIC FORUM

LETTERS TO THE EDITOR

What is your opinion? The Express welcomes letters from its readers concerning any subject pertinent to the Uintah Basin. While there are no restrictions as to contents or reasonable length, letters must be submitted exclusively to the Express and bear the writer's full name, signature, phone number and address. Names must be printed on political letters but may be withheld for good reasons if requested on others. All letters are subject to condensation.

Sportsmen's breakfast

Dear Editor:

The Vernal Kiwanis Club would like to thank everyone that supported the annual Kiwanis Sportsmen's Breakfast May 24 and 25.

Excellent food and a good time was enjoyed by everyone attending.

Proceeds from the breakfast are used to support Uintah Basin youth activities.

VERN ANDERSON
V.P. and Breakfast Chairman

NEWS ITEMS
call the
Vernal Express
789-3511

★ ★ ★ ★ ★ ★ ★ ★

Vernal Express
(USPS 6580-8000)

Published every Wednesday and Friday for $14.00 per year in area and $20.00 per year out of area by the Vernal Express Publishing Company, 54 North Vernal Avenue, Vernal, Utah 84078. Second class postage paid at Vernal, Utah 84078.
POSTMASTER: Send address changes to VERNAL EXPRESS, P.O. Box 1010, Vernal, Utah 84078.

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Deadlines
Wednesday Edition
News ..... Monday 5:00 p.m.
Advertising ..... Tuesday 11:00 a.m.
Friday Edition
News ..... Thursday 10:00 a.m.
Advertising ..... Thursday 2:00 p.m.

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Suit charges mix-bloods denied rights

The Ute Indian Tribe is unlawfully denying mixed-blood members their hunting and fishing rights on the Uintah and Ouray Reservation, a suit filed in federal court this week charges.

The Affiliated Ute Citizens of the State of Utah, an organization of mixed-blood Indians, filed suit Wednesday in U.S. District Court for Utah. The tribe, members of its business committee, the Secretary of Interior and U.S. Attorney for Utah Brent Ward are named as defendants.

The mixed-blood Utes claim the tribe and the Interior Department have failed to recognize their right to fish and hunt on tribal land under the Act of 1954.

That right was affirmed in a 1982 U.S. District Court for Utah decision, the suit states.

The 1954 Act divided the Ute Tribe on the Uintah-Ouray Reservation in Duchesne and Grand counties into two groups: the mixed-bloods and the full-bloods.

The mixed-bloods were given a share of tribal assets and their tribal identity was dissolved in 1961. The full-bloods, who had at least 50 percent Ute blood, maintained enrollment and the federal government continued to hold their assets in trust.

But the suit states that under the 1954 Act, mixed-bloods would continue to hold assets "most susceptible to equitable and practicable distribution." Those assets include the right to hunt fish and game on the reservation. The tribe has unlawfully kept all proceeds from the management of fish and game on the reservation, according to the complaint.

Other assets denied the mixed-bloods, according to the suit, are water, timber and mineral rights.

The suit asks the court to order the defendants to document tribal assets to which mixed-bloods have a right, allow the mixed-bloods to participate in the regulation of those assets and restrain the tribe and prosecutors from harassing searching or arresting mixed-bloods hunting on the reservation.

Clarification

In the Wednesday, May 22 edition of the Vernal Express the names of Johnny L. Boren, 34, and Michael R. Payne, 28 were listed in a story about area residents arraigned on felony forgery charges. Boren and Payne both appeared before Judge Richard C. Davidson on Law and Motion Day, May 14 with the felony suspects, however, the charges against Boren and Payne were omitted from the article.

Boren and Payne are both appealing DUI charge from the Justice of the Peace Courts. Boren is appealing a decision from Judge Brent Feltch and Payne is appealing a decision from Justice Rolene Smith.

BUSINESS and the STOCK MARKET

by BABSON'S REPORTS INC.
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DETROIT AUTOMAKERS IN HIGH GEAR

In the early eighties the domestic automakers had to contend with an operating climate more like a depression than a recession. However, a smart rebound in auto demand in tandem with a surging U.S. economy yielded a cyclical industry upswing which, by and large, continues today.

In fact, last year's reported profit levels established new corporate records. Moreover, in a recent study of the prospects for the Detroit Big Three the Research Department of Babson's Reports Inc., concluded that 1985's operations will register healthy revenue and earnings results.

By the same token, though, Babson's believes that as the industry's uptrend matures, favorable year-to-year financial comparisons with the prior boom times will become increasingly difficult. On balance, Babson's believes a cyclical peak is in the offing.

FROM RED INK TO BLACK

Recent swings in automakers' fortunes have been dramatic. An extremely low level of sales of both autos and trucks resulted in reported deficits of $4.2 billion in 1980 and $1.3 billion in 1981. Worthy of note though, the snapback to profitability was also phenomenal. The industry's earnings history has always been rather cyclical.

For an illustration, take the case of mighty General Motors, the world's leading automotive factory. Through a depression, several recessions and major wars, GM never failed to make money. But the bleak auto conditions in 1980 produced a $2.65 deficit per share by this firm. Profitability returned quickly in 1981 and continuing strength in demand resulted in advancing earning performances in 1982, 1983 and in excess of $14.00 reported per share in 1984. Ford and Chrysler also moved from red ink to profits, but there was a marked difference in the timings of their earnings recoveries.

The upthrust of this mini-history is that the vital auto industry has soundly regained its financial health. In truth, the Detroit Big Three are probably in the best relative financial conditions in their entire histories.

THE IRONY OF RESTRICTIONS

For the past four years "voluntary" quotas have restricted the numbers of Japanese autos imported to the U.S. Those quota years produced some unusual effects in the domestic marketplace. Surprisingly, the quotas led to fewer but pricier cars by both Japanese and American makers. In the four years of restricted access, new car prices rose by some 47 percent—from an average of $7,500 to close to $11,000.

But earlier in 1985 Japan lifted substantially the potential number of units to be shipped to our shores. Even though we do not look for a flood of Japanese cars in 1985, a worthwhile jump at the expense of domestic producers is likely.

The Japanese have handily proven their skill at lower cost production and this could mean less investment in the domestic auto industry and possibly fewer auto jobs for the Detroit segment. Moreover, the Japanese makers are establishing a growing production capibility in this country which will be another thorn in Detroit's side.

SUMMARY AND INVESTMENT POSTURE

While increased pressure from imports is expected, the Big Three should capitalize upon the relatively healthy automotive sales climate. Although interest rates are not at rock-bottom levels, they are not prohibitive to sales.

Actually, some U.S. makers are again featuring financing incentives to augment sales efforts. All told, Detroit's producers should post reasonably good sale and profits in full-year 1985, aided by ample fuel supplies and a brisk business pace.

However, the common stocks of GM, Ford and Chrysler are well up in their ranges of recent years and Babson's currently feels the bulk of the positives have been discounted in trading prices. Hence, sales of these issues "at the market" is advised.

Dee's to put outlet in Vernal area

Dee's Inc., the 58-year-old owner-operator of nine Dee's Family Restaurants and various properties in the Salt Lake and Ogden area plans to open two new restaurants, including a Vernal outlet.

This year the company plans to open two new restaurants in the Salt Lake and Odgen areas.

Construction of the Vernal outlet will not begin this summer.

Michael Olsen, vice president of Dee's Inc. said the aim of the company is to open two new restaurants a year until it covers the entire market area.

Dee's Inc. had gross sale of close to $10 million last year from the nine restaurants it currently owns.

HE PROMISED TO TAKE ME FISHIN' FIVE MONTHS AGO!
YOU'VE GOT TO BE PATIENT SON, HE'S STILL TRYING TO FIGURE OUT THE NEW FISH PROCLAMATION
ROY

THE VOICE OF BUSINESS

Hair-raising tales of the IRS

By Richard L. Lesher
President Chamber of Commerce of the United States

Just when you thought it was safe to pay taxes again, here comes the sequel: "Jaws of the IRS II."

It's brought to you by the same folks who recently gave taxpyers the auto log regulations—you remember, the ones that would have business auto users jotting down mileage at every stop sign. That first episode has just concluded with Congress agreeing to soften the bite of the auto rules on the time and resources of entrepreneurs.

This happy ending represents a victory for the U.S. Chamber of Commerce. We were the first to call to the IRS' attention just how onerous these rules were. And our membership, to understate the case, surely brought the same to Congress' attention. But it's also a victory for common sense—because everyone knows lost time means lost income, and that means less revenue, not more.

But as that scary episode ended, and we settled back into our seats, new horrors burst to the surface. A new computer system employed by the IRS, it was reported, slowed the processing of tax returns.

Meanwhile, the computer was also reportedly sending "dunning" letters falsely informing taxpayers of additional liability—and warning them to pay up or else. Finally, IRS employees allegedly have been destroying returns and other documents—for example, by squirrelling them away in the women's restroom in the Philadelphia Center.

The IRS reacted in typical bureaucratic fashion: deny everything, then investigate. But soon, confirmations flowed like a river.

Yes, the IRS was behind in their processing—so far behind, the Commerce Department estimates, that $6.8 billion in unpaid refunds helped slow first quarter economic growth.

Yes, admitted IRS Commissioner Roscoe Egger, 5,000 to 6,000 letters were destroyed in Texas—but no returns.

But when the smoking gun—the General Accounting Office said internal IRS reports confirmed the restroom story, and added that 150,000 taxpayers received incorrect delinquency notices.

Mistakes and misunderstandings occur in government, as in all institutions. But such failings are greatly magnified at the IRS by two factors.

The first factor is the immense power of the IRS. The agency can attach just about any source of income or seize any piece of property of a delinquent taxpayer under a tax lien; it stands first in line in bankruptcy. And this power is backed by an aggressive force of investigators and collectors.

An independent commission organized by the Chamber-affiliated grass roots group Citizen's Choice found that IRS agents abuse their authority by "obtaining information from the taxpayer ostensibly to discuss payment arrangements, then using the information to levy; proceeding first with a seizure without negotiating with the taxpayer first; and even (through) outright harassment of taxpayers and their families."

The second factor is the IRS attitude that it has first crack at the national income—and what's left over belongs to the taxpayer. That helps explain actions like the auto log rules, in which the IRS overreaches to ensure that not one speck of its "share" escapes its grasp. And an agency with that attitude might be expected to be less than concerned about errors that lead to delays in the taxpayers' getting their "share."

This horror double-feature has surely undermined what little confidence still reposes in the taxpayer about the IRS. So, Commissioner Egger, we taxpayers are watching carefully to see how the computer snafu and its attendant abuses are resolved—and we hope Congress is watching, too.

Registration to begin for youth employment program

The Rent-A-Kid program is designed to assist local employers in our area in hiring youth for summer jobs.

Job Service refers applicants to employers based on how well their skills and experience match the jobs listed. Jobs can be just for the summer or in some cases may last longer.

Many students in the Basin have had a difficult time finding permanent summer employment or even odd jobs. The students are paid according to the employer's discretion. Employers and home owners are encouraged to give the area youths and Job Service the opportunity to fill the available jobs that youths can do.

Kids in the program can be rented on temporary basis for many types of jobs. Traditionally, most of the students work at such things as mowing lawns, sweeping, yard work, farm work, baby sitting, clean up, moving furniture and weed control.

Throughout the state, youths looking for summer employment have a fairly promising outlook in 1985. Those industries that usually provide the greatest number of summer job opportunities for youths are currently experiencing reasonable job growth rates.

Over one half of the job opportunities this summer will be in the trade and service industries. Typically, the summer jobs available to youth are in the unskilled and semi-skilled occupations. The pay for these jobs is usually minimum wage.

Occupations with better prospects for summer employment for youth include amusement and recreation, landscape laborers, child care attendants, material handlers and dock workers, construction laborers, receptionists, delivery drivers and helpers, sales clerks, facility workers and others.

While the summer job opportunities for Utah's youth are reasonably good this year, the competition for these jobs will still be severe. Any youth who is interested in the "Rent-A-Kid" program should register at Job Service.

For more information contact the Job Service at 789-1211 or drop by their office location, 1050 Market Drive.

Treatment...

Continued from page 1

time employees 16 hours a day, seven days a week. The plant will be operated automatically eight hours a day.

Construction of the plant began last February. Contractor is Clegg Construction of Provo, Utah.

Currently the plant is using water from Red Fleet Reservoir for testing purposes, but will also tap Ashley Springs as a water source depending on the need of the areas the plant will serve. The plant will serve Vernal City, Jensen and Maeser.

The $7.8 million plant was built from taxes from all 11 counties in the Central Utah Water District. It uses a direct filtration method of water treatment. Delivery to the plant is from an aqueduct built from Red Fleet Reservoir and also a 30-inch water line from Vernal City's line in Dry Fork.

Maintenance of the plant is being kept at a minimum to keep the costs of the project down.

Although a main delivery line being installed by the Bureau of Reclamation, is not complete, Danny Kofford, plant manager said that the delay in the construction of the line has not delayed the start up of the plant.

The plant has the capacity to be expanded to treat 30 million gallons per day.

Evading....

Continued from page 1

ed the two officers off the road. The suspect continued traveling west at a high rate of speed and allegedly ran another road block at the east end of Roosevelt. The second road block was set up by the Roosevelt City Police Department and the Utah Highway Patrol.

Mascarenas then continued westbound out of Roosevelt. He was arrested on Ioka Lane approximately four miles west of Roosevelt by officers a short time later. No one was injured in the incident.

As of Tuesday, Mascarenas was still incarcerated in the Uintah County Jail. He will be arraigned on the charges Wednesday, May 29. Mascarenas will be arraigned on the felony evading charges in 7th Circuit Court and in the Justice of the Peace Court on the DUI charges.

Power Plant..

Continued from page 1

plant will return to aid in start of the plant.

There are currently 88 employees at the Deserado Mine near Rangely which in the coal source for the plant. The number of workers at the mine will increase to 350-400 as the plant reaches full capacity.

Millett said the construction cost of the plant included $160 in pollution control devices which no one can guarantee will meet federal requirements. The coal to be used in the plant is .4 percent sulfur and the equipment should clean 95 percent to the sulfur content.

The electric train which transports the coal to the plant is currently making two trips weekly.

Millett said the second phase of the plant will be needed by 1992 to 1995 with a five-year construction period.